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Light Colored	Not only at Mada Boleslay, but in all of Carbana	ing the second second
	Or sabotage there because of model absenteeism. no passive resistance	25X1
	labor turnover. Of Hil Greek market pressure, and there was no considerable	
	Absence ism was zbrojovka Brno. Brno.	
	5. Because all industry in Czechoslovakia was nationalized, and undoubtedly from orders received from Moscow, it is very possible that many changes in Czech production plans have occurred.	•
	centinuing to date, plants and empression probably	25X1 25X1
	only because of Soviet intervention.	
	6. I presume that the Czech automotive industry sould meet the target of the Five Year Plan (1949-1953) for an increase of 13,000 units in the production of cars, trucks, and busses providing additional machinery could be	
	large presses. For example the manual transfer of the obtained especially	
	Boleslav was 17,500 units yearly. Because of a lack of large presses and gear machines, we never reached this quota.	, i
	7. Prague's intensive efforts to found to	
	7. Prague's intensive efforts to industrialize Slovakia are very effective not because Slovakia was backward, but because factories and plants built there are much farther away from the west. The July 1952 statement in the Slovak monthly, "Pod Zastavou Socializmu in Bratislava", must, therefore, be taken as true.	
8	A brief survey of the development of the Czech auto industry since 1947 is as follows: tractors were assembled at Zbrojovka Brno in Lisen; passenger cars were assembled at Mlada Boleslav and at Tatra in Koprivnice; trucks at Avia in Letnany and in Prague and at Skoda in Pilsen also at Cesko-Moravska in Koprivnice.	
9	. Expected capacity of each assembly plant and actual production are as follows:	
	Tractors - 25 daily expected; 20 made. Passenger Cars - 17,500 yearly expected; 12,000 made Larantrucks (Tatra) - 8,000 yearly expected; 5,000 produced. Trucks (Avia) - 8 to 10 daily expected; 6 produced. Trucks (Ceska-Moravska) - 15 daily expected; 10 produced. Heavy Trucks and Busses (Tatra) - 10 daily expected; 4 produced.	
J.C.	Wheels were produced right in Mlada Boleslav. Electrical and ignition equipment came from "Magmeto", 'Scintila Swiss" and some from "Bosch". Heavy castings and forgings came from the Skoda steel fabricating plant at Pilsen. This factory, the largest for producing castings and forgings in Czechoslovakia, also manufactured some military products such as cannon barrels and fuses for artillary shells; the (In 1948, the Swiss government bought 300 of these tank destroyers.) This factory produced castings and forgings such as automobile castings and rudders, screws, and shafts for ships; the factory had a larger capacity than Krupp of Germany. Ter Mlada Boleslay.	25X1
11.	Most material shortages were in varieties of steel for gears. For example, chrome nickel vanadium steel had to be replaced by manganese steel. Certain small castings were also in short supply. Most all other articles were on a tight schedule with little reserve. There was, of course, a shortage of presses and of gear hobbing machinery. There was a large enough supply of labor most of which was efficient. The major production problem, especially in Pilsen, was that the greatest percentage of products had to go to the USGR.	e-
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